

REGAL UNDERSLUNG

Car of Economy, Durability and Comfort

What is claimed to be without doubt the largest single foreign order ever booked for one model of an American-made automobile is that recently received by the Regal Motor Car Co. for 200 of its 1912 cars.—Detroit Free Press, Feb. 4

ENGLAND ORDERS 200 REGALS

Honor of Largest Single Foreign Order for One Model falls to the New REGAL UNDERSLUNG

H. E. HENDRICK, Ltd.,

Exclusive Distributors for Hawaiian Islands
Corner Merchant and Alakea Streets

The New Model 1912 Regals at Show Rooms

Roadster, Four Passenger, and Five Passenger Touring Car

PACKARD TRUCK GROWS FAST IN FAVOR ALL OVER ISLANDS

von Hamm-Young Company Has Busy Week — Honolulu Brings Packard—Cadillacs, Overlands and Buicks Are Favorites.

The last week has been another busy one with the von Hamm-Young Company in the automobile sales and repair departments.

The S. S. Honolulu brought a Packard truck which had been especially ordered by the Kilauea Volcano House Company, and this car was shipped on the Claudine to Hilo this week. It will be equipped with a special body which has been built on the islands for carrying passengers and freight.

The Kilauea Volcano House Company is one of the first concerns in these islands to use the Packard truck in this freight and passenger service. It is their intention to use same to transfer passengers from the Hilo Railway Company's terminals at Glenwood to the Volcano House and to the Volcano crater.

A duplicate of this truck is now on the way from the factory for the same people, and should be here within the next two or three weeks. This other car will be used together with the one which was shipped up there this week.

The Packard truck is being used extensively on the mainland, and it is recognized as the last word in efficiency of automobile trucks. The Packard motor trucks are used in 154 lines of trade and in 213 cities. For unimpaired kinds of hauling they are better than horses by reason of increasing efficiency, while in many cases they have actually saved a great amount of money. In long hauls, especially, they render service which is impossible by horses and many men have found them to be even more efficient and economical than railway service in suburban and interurban traffic.

The much talked of Cadillacs found several more enthusiastic purchasers this week. A fine little runabout was delivered to the Waiolu Agricultural Company, and another splendid 5-passenger touring car was delivered to Mr. J. C. Gomba.

DIRECTOR WALL MAKES REPORT ON FLORAL PARADE OF 1912

Praises Military for Cooperation on Washington's Birthday.

Director-General Arthur F. Wall of the Floral Parade of 1911 and 1912, submitted his report on the parade for 1912 to the promotion committee at its meeting yesterday afternoon. The report was sent from San Francisco, where Mr. Wall was called on business before his statement was finished.

As indicated beforehand, the report makes no important recommendations as to changes in the general organization or carrying out of the big Washington's birthday feature. Some minor recommendations are made, but in the main Director Wall left proposals for changes to the promotion committee and the general public. His report is a statement of what has been accomplished.

The statement gives a striking summary of many important features incorporated in the festival week of February 22 last, and moreover shows that the parade was a financial success. Treasurer B. von Damm makes a separate report as to the detailed financial operation of the carnival.

Referring to the participation of the military on Washington's birthday, he says:

It will be remembered that the parade of the year before did not have the assistance of the full military for reasons that need not be gone over. Your director learned that while the military forces could not formally enter the Floral Parade because of preventing regulation, the branches represented in Honolulu would be glad to arrange for a military parade on the morning of Washington's Birthday as a patriotic event.

Under these circumstances I felt it wise to afford the military every facility for carrying out this plan. This, together with other arguments, led to the decision to change the hour of the Floral Parade from 10 o'clock in the morning until 2 o'clock in the afternoon. With the morning left free, the military parade was arranged, with what success the untold praise bestowed attests better than words. Brigadier-General M. M. Macomb, commanding the Department of Hawaii, and his subordinates entered into the plans enthusiastically.

While mentioning this subject of the military, I wish to call attention to the splendid support given our Floral Parade plans by the United States Navy. We were fortunate in having the cruisers of the Pacific fleet in the harbor at the time of the parade and not only did they render assistance in many ways, such as magnificent lighting, but entries from the cruisers swelled the Floral Parade and the sailors showed an admirable spirit of cooperation.

The military parade made a remarkably strong feature. Not less pleasant to all concerned, I feel sure, than the spectacular character of it, was the fact that it showed this arm of our government to be in entire sympathy with the aims of the citizenship, all working together to give fitting observance to a national anniversary.

The athletic feature of the day deserves special mention. The A. A. U. was desirous of holding a meet on Washington's Birthday and the Floral Parade secured assent to changing the hour from the afternoon to the morning. At the same time, the Floral Parade undertook the responsible financial burden of paying the expenses of the meet and presenting handsome banners and awards to the winning teams. This in itself was a feature in which the Floral Parade manager feels justified in assuming some degree of credit for the successful outcome.

Other extracts from the report of important points follow:

Finance. The decision of the Promotion Committee to relieve the Floral Parade director of the financing of the parade lifted an unwelcome burden from his shoulders and gave him time for other pressing duties. There was, I believe, no drawback to this plan and should not be continued so long as the

much to its advantage. Although not financially responsible, your director at all times kept strict oversight of the expenditures and every bill was scrutinized and subjected to an unofficial audit. The parade of 1912 was emphatically an economical one as the reports of Treasurer B. von Damm will no doubt show. I firmly believe the Promotion Committee's step is a wise one and that no future director should be burdened with financial cares.

Auto Committee.

The work of this committee under the able chairmanship of Mrs. J. M. Dowsett, was much along the lines of the committee last year. The names of every automobile owner in the city was gone over and every possible entry communicated with it or she could be reached. A detailed record was kept containing those who promised to enter, those who made tentative entries, those who refused immediately. The result was satisfactory in the main. However, the committee had the experience of finding many who promised to make entries and later found themselves unable to do so, but without notifying the committee. This would suggest that the committee in the future might keep in closer touch with the entries.

Schools.

One regrettable fact in connection with the 1912 parade was the failure of the schools to participate. The chairman of the school committee, your director and other members of the parade management made repeated efforts to secure the participation of the schools, but without success. There was no spirit of cooperation manifested among the teachers, except in a few instances. The argument could not be expected to walk in the parade. Although the march planned was very short, we did not insist upon it, and after some consideration decided to offer automobiles to the various schools. Even then, the teachers showed so little enthusiasm in getting the children to enter that the feature had to be abandoned entirely. It is a regrettable fact that on a day when the public schools all over the United States are taking part in commemorating the birthday of the Father of His Country, and in very many instances this means marching in parades, Honolulu's schools should have assisted the Honolulu celebration.

One change in grounds might be made to good advantage, and that would be to arrange for more automobile parking space on Alexander Field to view to the award of prizes. This year, as last, there was room for only fifty machines, and twice as many requests for reservations were received. Some plan whereby more space could be given automobiles should be worked out, as their admission affords considerable source of income. The rule that every auto entering, regardless of ownership, must pay full price was rigidly adhered to, even parade officials paying for their admission.

Judges.

The director this year decided not to announce the judges of entries in advance, and by this method, I believe, assured every entry of absolute impartiality. I do not mean that judges in previous years were influenced, but that they were not bothered before-hand by prospective entries. A judicious selection of both kamaulana and mainland visitors worked, I believe, better than the plan of having all the judges chosen from visiting people. We have yet to hear of any serious objection to the awards made.

Route is Liked.

The ordinary route of the parade was varied this year by a slight change from the straight King street line of march. In order to give more spectators chance for seeing the parade at different points, the procession went up Alakea Street to Hotel, along Hotel to Bishop and down Bishop to King Street again. The change was made in response to a genuine request, and there is no reason why it should not be continued so long as the

foot-features of the parade are practically nothing.

Hour.

The hour of the parade was also changed, the director deciding, after full consideration, for 2 p. m. instead of 10 a. m. As it happened, the change was an exceedingly happy one. Owing to the severe rains of the two previous days, many decorated automobiles could not have been finished in time for a ten o'clock start. Even as it was, the threatening weather cut down our entry list of decorated automobiles perhaps 20 per cent. However, several owners on seeing the morning promising, decorated cars and entered. The question of the hour is one that will probably come up each year. Under ordinary circumstances, the morning is preferable in case the start is made promptly on time, so that the parade may be ended and the awards complete at noon or very shortly thereafter. But it must be remembered that in other years comparatively few spectators remained after noon to see the judging and award of prizes.

Another feature is that if the Battle of Flowers is to be continued, as it certainly should be, the time from 10 a. m. to noon is not long enough. A start at 2 o'clock, all things considered, gives consideration to the greatest number of people.

IS EVELYN THAW MOTHER OF BOY?

NEW YORK, May 13.—Following the publication today that a baby boy had been born to Evelyn Nesbit Thaw, wife of Harry Kendall Thaw, and details from friends and acquaintances of Mrs. Thaw that she has a baby, a dispatch from Pittsburgh tonight says that a baby is being cared for in the home of Mrs. Charles Holman, Evelyn Thaw's mother, at 550 Berkshire avenue, Brookline, Pittsburg.

Trusses, Suspensories, Crutches, Jockey Straps

A New Line of Goods
at Reasonable Prices

Come in and look
them over.

Hawaiian Drug Co.,
Hotel Street opp. Bethel Street

William Travers Jerome, who is representing the state in the proceedings instituted by Thaw, says he does not believe that Mrs. Thaw is a mother.

Christmas Island, in the Pacific Ocean, is so named because Captain Cook landed there on Christmas Day, 1777.

MARK TWAIN SHRINE.

A literary shrine more characteristically American perhaps than any that will follow it is the house at Hannibal, Missouri, in which Mark Twain was born and where he was presented to the city of Hannibal by Mr. and Mrs. George A. Mahan, both of whom are natives of Missouri. A bas-relief portrait and tablet were unveiled at the same time, with fitting ceremony in which the school children and prominent people took part.

Mayor Fitzgerald formally notified all the motion picture houses in Boston that he would not tolerate the production or presentation of Titanic disaster pictures.

STATUE TO PETER PAN.

A pretty feature of May Day in London was the unveiling of a statue of Peter Pan in Kensington gardens, the work of Sir George Frampton, the sculptor, and the gift of J. M. Barrie. The unveiling was a mysterious ceremony, in keeping with Peter's character. There was no formal inauguration, when the children arrived at the statue stood revealed, with all its gay company of fairies, mice and squirrels.

Officials of the Central Passenger Association reaffirmed their decision to grant nothing less than two cents a mile for convention fares during the coming summer.

Spring Special

LADIES' PANAMA HATS
\$4.75

Big Stock and Very Fine Straw

Ladies' New Trimmed Hats for
Summer Wear now on Display

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NUUANU STREET, ABOVE KING



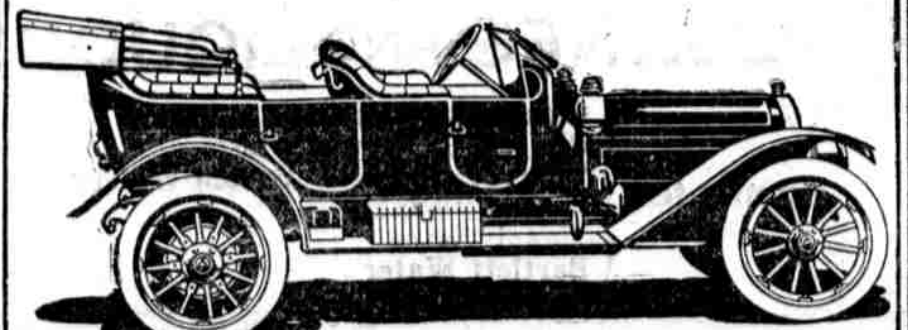
Stevens-Duryea

Comfort

Soft upholstery may make a chair comfortable, but only **helps** in a motor car.

In the Stevens-Duryea everything, from the tires up, contributes to comfort—easy springs; smoothly applied power; lack of vibration; sureness of control; flexible construction throughout.

Comfort and enjoyable motoring in the Stevens-Duryeas are proved in 1912 catalogue. Demonstration by appointment



Model AA, Six-cylinder, Five-passenger Torpedo

Stevens-Duryea Company Chicopee Falls Mass
Pioneer Builders of American Sixes

The von Hamm-Young Co., Ltd., Agents